

## **Preface**

In 1991 the Delaware Department of Transportation contracted with the firm of Vanasse Hangen Brustlin Inc (VHB) to conduct a study to determine the best route for the proposed Route 301 Corridor between the Maryland state line west of Middletown and Interstate 95. VHB subsequently contracted with the Center for Historic Architecture and Engineering (CHAE) at the University of Delaware to evaluate the standing historic resources located in the vicinity of the proposed corridor alternatives and determine the extent of the impact on each of these cultural resources.

In January 1992, CHAE staff conducted a windshield survey of all historic standing structures, including bridges, located in the vicinity of the currently proposed corridor alternatives. This survey was based in part on a set of maps produced by the University of Delaware Center for Archaeological Research (UDCAR) through a subcontract with the Department of Transportation to identify from the state's Cultural Resource Survey files and additional documentary sources, such as historic atlases, all potential archaeological or architectural cultural resources in the study area. The annotated USGS maps produced by UDCAR included all sites that had been previously surveyed by the Delaware Cultural Resource Survey (indicated on the maps with a number preceded by the letter "N") as well as a number of potential sites that had been identified using historic records (indicated on the maps with a number preceded by the letter "U").

Field crews reviewed all sites on the maps that fell inside or in the immediate vicinity of a proposed corridor for the existence of standing historic structures that were potentially eligible for nomination to the National Register of Historic Places. The windshield survey checked for resources that were no longer in existence as well as for sites that had been missed either by the survey or in the documentary sources search.

Following the initial windshield survey, additional intensive survey was undertaken to update the Cultural Resource Survey forms for any sites that were determined to be potentially eligible for listing and the corridor alternatives were reviewed to determine those resources that faced a detrimental impact from the proposed corridor. This report summarizes the results of these two phases of the study and evaluates the potential impact upon the resources located in the vicinity of the Ridge, Reconstruction (North and South), Modified Reconstruction, North Eastern A, and North Eastern C alternatives.

## **Preface**

In 1991 the Delaware Department of Transportation (DelDOT) contracted with the firm of Vanasse Hangen Brustlin Inc (VHB) to conduct an environmental impact study to determine the best route for the proposed Route 301 Corridor between the Maryland state line west of Middletown and Interstate 95 near Newark. VHB subsequently contracted with the Center for Historic Architecture and Engineering (CHAE) at the University of Delaware to identify the standing historic resources located in the vicinity of the proposed corridor alternatives and make preliminary determinations of eligibility for resources not already listed on the National Register of Historic Places.

Principal investigator for the project was Rebecca J. Siders, CHAE Research Associate. Graduate research assistants Dean Doerrfeld, Leslie Bashman, and Susan Chase carried out much of the reconnaissance level fieldwork. Bernard L. Herman, CHAE Associate Director, consulted on historic contexts and preliminary determinations of eligibility. Field work was conducted between January and August 1992 and a draft survey report was submitted in January 1993; after review by VHB, DelDOT, and the State Historic Preservation Office, revisions were completed in June 1993. This report contains the final version of the survey report.